

UCRS NEWSLETTER - 1955

August, 1955 - Number 115

The Society's August meeting will consist of an evening of train watching at Sunnyside Station. Members will meet at 8:00 P.M. on Friday, August 19th.

The Directors wish to express their appreciation to Mr. Ronald Cooper for operating the *Newsletter* duplicator for the last three years. While most members give little thought to the actual work involved in producing the *Newsletter* every month, it is only through such continuing voluntary efforts that the Society has reached its present successful status.

LOCOMOTIVE RESEARCH AT MCGILL

Professor D. O. Mordell at McGill University in Montreal has revealed that efforts to develop a new type of coal burning locomotive have reached the point where the project can be taken out of the laboratory and put on rails. This locomotive would be of the gas-turbine type with a heat exchanger and combustion chamber. Already about \$600,000 has been put into the project, with most of the money put up by the Federal Department of Mines. The aim is to obtain a coal burning locomotive which could compete economically with diesels and bolster the rail market for coal.

MONTREAL ABANDONMENT NEWS

By Forster A. Kemp

➤ Montreal and Southern Counties - On June 19th, at 12:40 A.M. (Standard time) the last car left the McGill street terminal of the Montreal and Southern Counties Railway in Montreal. The passage of 326 marked the end of a service which began in 1909, when the line was built on the downstream bracket of Victoria Jubilee Bridge, replacing a roadway on which a rather erratic bus service was operated from 1904 to 1909 by the Montreal and South Shore Autocar Company. Now the roadway is to be replaced, and bus service will once again operate on Victoria bridge.

In the meantime, M.& S.C. cars continue to operate from a platform behind the St. Lambert shops where connections are made with C.N.R. through and shuttle trains to and from Central Station.

This has caused a sharp reduction in service to Mackayville and Montreal South. There are now 29 trips from St. Lambert to Montreal South and 31 trips to Mackayville, Monday to Friday inclusive.

Twenty-six of these trips connect for Montreal and 27 connections are made with outgoing trains from Montreal. Saturday and Sunday service is even less frequent. These lines formerly had 20-minute service from 4:30 A.M. to 12:30 A.M. each day. Elapsed time is changed very little, although from five to fifteen minutes is allowed for connections.

On the interurban division, the C.N.R.'s diesel-powered Granby and Waterloo trains are now making all of the intermediate stops, Sunlight City to Marieville. M.& S.C. cars are maintaining most of their former runs, connecting with C.N.R. trains at St. Lambert. A few runs have been abolished where they followed C.N.R. trains, and one round trip to Marieville has been replaced by an additional C.N.R. train. Baggage service by M.& S.C. cars was abolished; the last car to run was 504, which headed train 432 out of McGill Street terminal at 3:20 P.M., Saturday June 18th, and deadheaded back in train 439. Train 432 was also the last to run out of McGill Street to St. Angele.

The following cars, no longer required by M.& S.C., were moved to McGill Street yard to await disposal on June 18th: 5, 6, 8, 107, 200, 501, 502, 504, 220, 620-623. It is reported that cars 620-622 will go to the Niagara, St. Catharines and Toronto Railway.

➤ Montreal Transportation Commission - During May and June, the M.T.C. took further steps

in its program of bus substitutions. On May 23rd, the last car ran on route 93 (Remembrance Road). The last trip was made by double end car 2081. This enabled the M.T.C. to modify the summit loop and the short private right-of-way for use by buses the following weekend.

The major changes were made on June 26th, when cars of routes 14 and 65 made their last trips. The last car to run on route 14 (Guys - Beaver Hall) was 1980. It left Cote des Neiges and The Boulevard at 2:25 A.M. and arrived at Victoria Avenue and Sherbrooke at 2:34 A.M.. The last car on route 65 (Cote des Neiges) was 1960, which arrived at Garland Terminal at 3:12 A.M..

These routes were replaced by bus routes 65, 66 and 114 and by street car route 14 (Sherbrooke) which replaced part of the old route 14 as well as rush hour tripper route 64. This is a rush hour tripper service using cars of the 1900 class and old Guy - Beaver Hall transfers. Its route is: from Craig Terminus via Craig, St. Antoine, Atwater and Sherbrooke to Girouard.

Wire has already been removed along most of Dorchester Street, and work is proceeding on removal of tracks from Dorchester Street in preparation for street widening. Buses of the new routes 65 and 66 are presently using St. Catherine Street from Guy Street to Phillips Square, thereby creating much confusion and necessitating the substitution of policemen for traffic signals during rush hours and the imposition of a parking hart on St. Catherine Street.

With these changes, many of the 1900-1949 series cars are to be scrapped. This is explained by the fact that a rebuilding program, necessitated by extensive corrosion on these cars, has now been discontinued.

MOTIVE POWER NEWS

➤ C.N.R. Baltic type tank locomotive 48 has been transferred from the Montreal commuter service to Allandale roundhouse and is being used in the stub end service on the Collingwood - Creemore branch (stub ended by abandonment of the Creemore - Alliston segment).

➤ Pacific type 5251, recently shopped at Stratford, has appeared with a new tender herald replacing the familiar tilted red and gold square. This new herald is a small maple leaf design.

➤ On July 14th, the C.N.R. announced the placing of orders for 173 more diesel locomotives, distributed among the three Canadian builders, with three built in the U.S.A. for U.S. lines.

All are scheduled for delivery by the end of this year. The orders are distributed as follows:

<u>No. Units</u>	<u>Type</u>	<u>Builder</u>	<u>Road Nos.</u>	<u>Note</u>
44	1000 H.P. Switcher	M.L.W.	8036-8079	(a)
6	1000 H.P. Road-Sw.	M.L.W.	1549-1554	
23	1600 H.P. Road-Sw.	M.L.W.	1863-1885	(b)
20	1200 H.P. Road-Sw.	C.L.C.	1640-1659	
11	1200 H.P. Switcher	G.M.D.	7020-7030	
21	1200 H.P. Road-Sw.	G.M.D.	?	
45	1750 H.P. Road-Sw.	G.M.D.	?	
2	1000 H.P. Switcher	Alco	?	(C.V.)
1	1000 H.P. Switcher	Alco	?	(G.T.W.)

Notes: (a) 8036-8077 are class MS-10g

8078, 8079 are class MS-10h, have M.U. control.

(b) 1863-1869 are class MR-16e

1870-1877 are class MR-16f, have dynamic brake

1878-1880 are class MR-16g, have dynamic brake

1881-1885 are class MR-16h

Note that the above orders mean that the railway has already run out of the remaining numbers in the assigned grouping for G.M.D. 1200 and 1750 H.P. road-switchers, and that a further diesel renumbering may be in the offing.

Incidentally, the numbering of the locomotives ordered earlier in 1955 has not been given in the *Newsletter* (these were listed on Page 6, March 1955 issue):

10 C.L.C. 1200 H.P. road-switchers: 1630-1639

23 G.M.D. 1200 H.P. road-switchers: 1575-1597

(1593-1597 have steam generators)

12 M.L.W. 1600 H.P. road passenger: 6900-6911

5 M.L.W. 1000 H.P. road-switchers: 1544-1548

➤ C.N.R. diesel delivery dates (continuing from April issue, Page 4)

1739, 1741	March 22	6513, 6613	February 21
1742	March 25	6705, 6805	February 10
1743, 1744	April 4	6706, 6806	March 23
1745, 1746	April 11	6707, 6807	March 2
1747, 1748	April 20	6708, 6808	April 6
1749, 1750	April 20	6709, 6809	April 13
		6710, 6810	April 21
		6711, 6811	April 29

1841, 1842	March 22	1849, 1850	April 25
1843, 1844	March 30	1851, 1852	May 9
1845, 1846	April 7	1853, 1854	May 13
1847, 1848	April 18	1855, 1856	May 20
		1857, 1858	May 31

➤ **Locomotives scrapped:**

February 1: 8541, 8357 - February 28: 1403, 2389, 7349, 7454, 7468, 8225, 2389, 4208 - March 7: 4002, 8214 - March 31: 2349, 7453, 7508, 2407 - April 13: 85, 1379, 4024 - March 23: 2540 - May 11: 2190, 2198, 2345, 5054.

➤ The Ontario Northland Railway has ordered four road-switchers, two of 1600 H.P. from M.L.W., and two of 1750 H.P. from G.M.D. The M.L.W. units will be numbered 1400 and 1401.

➤ The Midland Railway of Manitoba has ordered its first diesel, a 900 H.P. from G.M.D.

➤ Falconbridge Nickel Mines have an order in with M.L.W. for a 1000 H.P. switcher, to be No. 108.

➤ C.P.R. ten wheeler 999 has come from the Dominion Atlantic Railway to the Toronto area, and is in work train service locally.

➤ The New York Central has "white lined" the following Canadian locomotives: 2007, 2013, 2043, 2046, 2050, 6993, 6995, 6997, 1196. This will rid the Canada Southern of its last 0-6-0's, and will leave only 12 out of the original 28 Mikados. Also, the last Hudsons have left: 5363 and 5373 have gone to the Big Four, while 5374 has gone to Ashtabula, Ohio for scrap.

T.T.C. NOTES

The new monthly T.T.C. "take-one", the *Headlight*, is now being distributed to passengers on the system's vehicles. The leaflets hang from hooks located in two positions inside each car and bus. The two new grinding cars W-27 and W-28 (old 2200 series cars single ended and equipped with air brakes) are now out of Hillcrest and in service. Scrapping of two man Witts continues at a fast pace, with the Western Iron and Metal Company again the purchasers; hulks are again being fired near Simcoe Beach track reconstruction on Queen Street from Woodbine Avenue to Kingston Road was carried out during July track on Kingston Road east of Victoria Park Avenue has now been completely paved over.

NOTES FROM ACROSS THE DOMINION

Another of the “last spike” driving ceremonies, which are again becoming common in Canada, occurred on July 8th. when an aluminum spike (made at Kitimat) was driven to mark the completion of the new C.N.R. branch from Terrace to Kitimat, BC.

➤ The Quebec, North Shore and Labrador, now in operation for its full length, is currently taking delivery of a huge order for 1050 roller bearinged 100-ton ore cars from Canadian Car and Foundry. The railway has also ordered two refrigerator cars from National Steel Car Corporate.

➤ The C.N.R. has called tenders for the preliminary work of construction of the projected line from St. Felicien to Chigoubiche Lake, QC. This line will later be extended to Chibougamau to connect with the line being built from Beattyville.

➤ The C.N.R. is taking delivery of 30 new baggage-express cars from National Steel Car (Nos. 9203-9259). These cars have four wheel roller bearinged trucks, hydraulic shock absorbers and rubber draft gear, while five of the cars have special doors for oversize shipments.

➤ Following a trend evident in the transit industry, the Greater Winnipeg Transit System has sold its eleven storey downtown office building and has moved to a four storey office building further from the city centre, and close to the system's shop properties.

➤ Niagara, St. Catharines and Toronto Railway car 130, last of its class, has been retired from service and now reposes in the traditional boneyard corner at St. Catharines.

➤ The C.N.R. is operating a new Mixed Train service between Washago and South Parry, ON. Effective May 23rd, train M525 leaves Washago at 1:10 P.M. (Monday only), stops at Sparrow Lake, and Hydro Glen, and arrives at South Parry at 4:00 P.M.. Train M522 leaves South Parry at 11:00 A.M. (Saturday only), due in Washago at 2:45 P.M.. These trains make connections with 41 and 44.